

FAILED TO ALTER COURSE AFTER HEARING SIGNALS

**Boatwain's Mate of Wrecked Liner
Tells of Storstad's Steady
Approach.**

NO ATTENTION TO WARNINGS

**After Collision Stairways Became Im-
passable and Passengers Caught Like
Rats in a Trap.**

[Special to The Times-Dispatch.]
Quebec, May 31.—That the collier Storstad heard and answered the warning signals of the Empress of Ireland and failed to change her course to avoid an inevitable collision was the statement today of Alex C. Hadley, boatwain's mate of the wrecked liner who was on deck at the time of the accident and witnessed the entire affair.

"There was no confusion of signals," said Mr. Hadley. "The fog horn was blowing continually, although we did not hit the haze until after we put off our pilot."

"I was standing on the forward deck at the time. Our own fog siren was blowing continually, blowing one long blast every minute, and pretty soon we heard, off in the distance, the warning of another ship's fog horn in several deep blasts."

"When we heard it first by the Storstad, we were about two miles away. We could not see the approaching ship, which was almost completely hidden in the low, thick mist, but two miles is not far away for big ships on the sea, and Captain Kendall ordered the engines reduced to half speed at once."

"The warning of the strange ship that was coming out of the night kept getting nearer and nearer, and finally Captain Kendall ordered the Empress's engines to a full stop. The ship rode on for a little while by its own momentum and then came to a dead stop."

"Meanwhile the blast of the stranger's siren was getting louder and louder, but we thought she would have slowed up enough to drift behind us. Suddenly, with another deep roar of her siren, the Storstad loomed up out of the fog, less than 400 yards away. I COMES AT REGULAR GAIT."

AFTER FRANTIC SIGNALING
"Captain Kendall saw the danger immediately from the bridge. Practically he ran for full speed ahead, and the Empress began to back away on her bows. But the collier was not running at reduced speed, and her siren was still signaling warning. She came on at her regular gait, perhaps six or seven knots an hour."

"The Empress was slow in gaining speed backward, and Captain Kendall saw that a collision was inevitable unless the Storstad could stop. Grabbing up a megaphone, he ran over to the side and yelled like mad:

"Back up there, O stern. Why don't you go astern?" At the top of his voice he yelled and cursed the steadily approaching collier, but no one seemed to heed the shouts. He tried to yell, "The Empress was backing as fast as she could, but she started too late. With the slow, terrible advance of an avalanche, the Storstad came on and caught up with the starboard side just astern of where one of our anchors hung."

"The crash was not so terrible as I expected, but the impact of the heavily laden collier drove her far into the vitals of the Empress. I was thrown off my feet, but picked myself up and ran forward toward the men of my watch, who had gone to sleep. There were over fifty of them in all."

"Then as we were trained to do in emergency, I ran back to help out the lifeboats. Captain Kendall was already there, and I found him trying to break out the lashings of No. 1, giving orders to his men in a cool, collected way. The first boat we got out crashed against the side and crushed out the life of a sailor."

"The old Empress was heeling over fast, so fast that it was hard to walk on the deck and next to impossible to get out the boats. I did what I could on the boat deck, and then ran down to the saloon deck, where I found four or five men passengers in their pajamas anxiously inquiring what had happened. I told them to go back and get the women out-quick."

CARRIED INTO WATER

BY LOOSE LIFEBOAT
"I was clearing boat No. 15 when I was thrown into the water. One of the cooks, who came from I know not where, was with me. We had been standing on the sloping deck, trying

OBITUARY

Mrs. Hattie Fagan Sale.
[Special to The Times-Dispatch.]
Lynchburg, Va., May 31.—Mrs. Hattie Fagan Sale, wife of J. T. Sale, died late on Saturday at her home on Bedford Avenue. Her husband and six children survive.

Peter H. Rule.
[Special to The Times-Dispatch.]
Lynchburg, Va., May 31.—Peter H. Rule, aged seventy-four years, died on Wednesday at his home at Storstad. He fought in the Confederate army through the Civil War, and his wife and seven children survive. He also had two brothers, H. O. Rule, of Parkersburg, W. Va., and C. B. Rule, of Lynchburg.

Mrs. Mary Gathright.
Mrs. Mary Gathright, ninety-one years old, died yesterday at the Retreat for the Sick. The funeral will take place this afternoon at 4 o'clock from the home of J. T. Ford, 624 South Pine Street, and burial will be in River-view.

Funeral of Mr. Hancock.
The funeral of William Thomas Hancock, who died early yesterday morning at his home, 115 North Twenty-ninth Street, will be held to-morrow afternoon at 4:30 o'clock from the First Baptist Church. Mr. Hancock, who was formerly a prominent tobacco manufacturer, was in his seventy-ninth year.

DEATHS
FRANKLIN.—Died, suddenly, at his home, 1204 West Clay Street, MONDAY, June 1, at 10:30 A. M.

POWERS.—Died, Saturday, May 30, 1914, at 10 P. M., after a short illness, MAURICE A., son of the late William and Ellen Powers.

GATHRIGHT.—Died, at the Retreat for the Sick, May 31, 1914, MRS. MARY GATHRIGHT, wife of J. T. Ford, 624 South Pine Street. Interment in River-view Cemetery. Friends and acquaintances invited to attend.

IN MEMORIAM
BRAUER.—In and with loving memory of our dear brother, ZEKKE W. BRAUER, who died three years ago. BROTHERS AND SISTERS.

to get the boat clear, when it swung under with a lurch of the ship, filled with water and broke the falls, carrying us over with it.

"There were no women near us when we went down, but when we came up there were several. I don't know where they came from so quickly. We tried to hold to the capsize boat, but another lifeboat rowed near us and we swam to it. I took charge of it and we rowed around after some of the swimmers."

"The women sank quickly. We were able to get only four into our boat, while thirty-four men were picked up. Most of the men belonged to the ship."

"As to the reason why so few passengers were saved, it was because the stairways became impassable shortly after the collision. When the boat heeled over, the stairways, which are of the fan type, were useless. There was no way for the passengers to get up from below, and they were caught like rats in a trap. The starboard stairways were below the water, and the port stairways pointed straight up into the air."

"The Storstad put out boats, and did everything possible for us after the accident."

EACH SIDE WAITING FOR OTHER TO MOVE

(Continued From First Page.)
Representatives. Should an invitation be extended to the Constitutionalists to take part in the conference, it is understood the Constitutionalists would ask time to visit Carranza for instructions before appearing at Niagara Falls.

While not officially informed about what is going on at the Falls, or the names of Mexicans considered for the provisional government, the three Constitutional leaders plainly were interested in Felix Diaz and Vasquez Gomez. They apparently believe Diaz and Gomez may be under consideration by the mediators. They do not look upon Diaz at all with favor, but speak more favorably of Gomez, who is regarded as in sympathy with the Constitutional movement, although more or less neutral in the present struggle.

FINES AGAINST YPRANGA EXCEEDED \$600,000 PESOS

Word reached Washington tonight that the fines assessed at Vera Cruz against the German steamer Ypranga, under Captain Stickney's interpretation of the Mexican navigation laws, amounted to between \$600,000 and \$900,000 pesos. It was reported that the Ypranga's cargo of war munitions for Huerta, consisted of not less than 15,000 rounds of ammunition, 25 machine guns, and other war material. According to Captain Stickney's interpretation of the Mexican law, the loading at Puerto Mexico of arms shipped to Vera Cruz constituted one offense and the arrival of the Ypranga at Vera Cruz without a manifest constituted another.

The next step in the Ypranga incident may be the filing of a claim against the United States for compensation for delay in the delivery of the cargo to General Huerta.

The Brazilian minister in Mexico City informed the State Department tonight that Sarcia Muro, Rear-Admiral Fletcher's missing Cuban messenger, had been located in the Mexican capital, and was planning to return to Vera Cruz. While no importance was attached to the messenger's disappearance, there was some speculation as to his whereabouts. The Brazilian envoy also reported that he expected to locate Captain Rush's Filipino servant soon.

American Consul Stadden reported that he was about to leave Mazatlan to reopen the consulate at Guaymas Sonora.

RESPONSIBILITY DENIED BY STORSTAD'S CAPTAIN

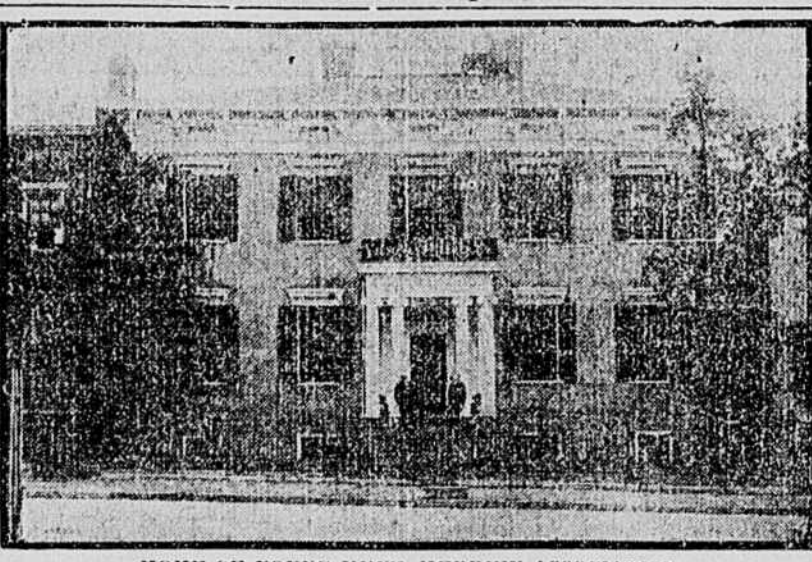
(Continued From First Page.)
dered ahead to hold her bow against the side of the Empress, and thus prevent the entrance of water into the vessel.

"The headway of the Empress, however, swung the Storstad around in such a way as to twist the Storstad's bow out of the hole."

"The Empress at once disappeared in the fog. The Storstad sounded her whistle repeatedly in an effort to locate the Empress, but could obtain no indication of her whereabouts until cries were heard. The Storstad then was maneuvered as close to the Empress as was safe, in view of the danger of injury to the persons who were in the water."

"The Storstad then lowered every one of her boats and sent them to save passengers and crew of the Empress, though she was herself in serious danger of sinking. When two boats from the Empress reached the Storstad, the Storstad's men also manned these

Will Increase Scope of Work



HOME OF YOUNG MEN'S HEBREW ASSOCIATION.

boats and went in them to the rescue. Her own boats made several trips, and in all, about 350 persons were taken on board, and everything that the ship's stores contained was used for their comfort.

STATEMENTS IN PRESS DO CUREL INJUSTICE

"The statements which have appeared in the press indicating that there was the slightest delay on the part of the Storstad in rendering prompt and efficient aid, do a cruel injustice to the captain, who did not hesitate to send out every boat he had in spite of the desperate condition of his own ship."

"The owners of the Storstad ask of the public that, in all fairness to both vessels and their commanders, judgment as to where the blame for the terrible disaster should rest be suspended until an impartial tribunal has heard the evidence on both sides."

The seizure of the Storstad was at the instance of the Canadian Pacific Railway Company, whose claim against the owners of the collier, the Maritime Steamship Company of Norway, is for \$2,000,000 loss. There may be a further claim by the Canadian Pacific Railway for loss of cargo. The owners of the Storstad, it is understood, will put up bonds to-morrow that the vessel may be released. No inconvenience will be caused by the arrest, as meantime the collier will be unloading her cargo of 11,500 tons of coal.

REFUSES TO ACCEPT BOND BECAUSE DRAWN ON SUNDAY

Collector of Customs at Vera Cruz Forces the Ypranga to Remain at Her Dock.

Vera Cruz, May 31.—The Hamburg-American steamer Ypranga was still at her dock today, the collector of customs, Captain Herman O. Stickney, having refused to accept bond for the Ypranga and the Bavaria, proffered by Karl Heynen, general agent of the company in Mexico, because it was drawn on Sunday. The bond was executed, and Consul Canada's seal affixed, however, and the Ypranga probably will sail for Havana to-morrow.

The fines levied on the two vessels for having arms and ammunition at Puerto Mexico amount to more than 1,000,000 pesos, covering numerous infractions of the Mexican regulations.

When the company agent, the Ypranga's captain, and Collector Stickney's representative, reached the American consulate to have the bond sealed, Consul Canada said that once in his youth he had been victimized in a Sunday horse trade and the court refused him damages because it was a Sunday trade. Lieutenant Elliott, representing the collector, appreciating the point of the consul's story, hastily left the consulate, and when the Germans arrived at the custom-house, Collector Stickney expressed regret that he was not certain the Mexican regulations made documents executed on Sunday valid, and preferred to wait until Monday to accept the bond.

Consul Canada to-day was expecting the arrival from the capital of the Philippine mess boy of the battleship Florida. He had received a personal message from President Huerta assuring him that the boy had been released. The Filipino wandered across the line several weeks ago and was arrested by Mexican pickets and sent to a prison in Mexico City.

Consul Canada telegraphed President Huerta that the boy was not a spy.

A German rancher named Stahl, who had been marooned sixty-eight miles outside the American line, arrived here to-day with his wife and two children. Friends of Stahl had applied to the

American consul to send a boat down the coast to get him. This the consul refused to do, but wrote to the German consul at Jalapa, who obtained a passport and started Stahl and his family for Vera Cruz by the Mexican railway.

CAPTAIN KENDALL SHOWS EFFECT OF EXPERIENCE

Refuses to Blame Storstad's Master, but Blameless in His Own Conscience.

[Special to The Times-Dispatch.]
Quebec, May 31.—In a special car attached to the regular train from Montreal last night, Captain H. B. Kendall was transferred to Montreal, where he will remain until the official inquiry begins. The correspondent boarded the car at Point Levis, across the river from Quebec, at 3:40 o'clock this morning, and talked briefly with Captain Kendall concerning the wreck. He was accompanied by Colonel J. T. Walsh, marine superintendent of the Canadian Pacific Railroad, and George J. P. Moore, the Quebec division general passenger agent.

Propped up in a berth with an armful of pillows, and clad in blue pajamas, Captain Kendall was evidently in need of the services of the two physicians who accompanied him. His face was drawn and pallid, his eyes were unnaturally staring and bright, and his hands, which he kept continually in motion, clasping and unclasping the fingers, betrayed the emotion under which he is laboring.

"Captains are you ready to say that the blame is Captain Anderson's?" asked the correspondent.

"No, God knows I will never be ready to lay such a horrible thing on any man's shoulders," he answered. "Thank Heaven, though, I am blameless in my own conscience."

"Was the fog the cause of the accident?"

"Yes, it was, absolutely. So foggy that we didn't know our peril until it was too late to avoid it. I could not see the Storstad, although I heard her siren, until she popped out of the mist almost under our bows."

"How far could you see then?"

"As I told you, not far enough for a vessel to have leeway. I should say it was not more than twice or three times the length of my ship. Anyway, it was not far enough to give me time to get back out of the way."

"How is your own condition, captain? How were you hurt?"

"I was on the bridge of my ship when it went down. Something hit me, I don't know what, and I was dazed when I came up. They say I was swimming mechanically when they dragged me into a boat, but I don't know. It's all a sort of horrible nightmare. I haven't had enough sleep since to get my mind back to working right again."

As Colonel Walsh approached, Captain Kendall stopped talking and turned his face away.

"I can't answer any more of your questions," he said. "You will have it all in a day or two, anyway. It will all come out, and you can find out the truth for yourself. Good night."

Water Famine in Full Swing.
On Board United States Steamship California, Mazatlan, Mex., May 30, by wireless, via San Diego, May 31.—The water famine, which the Constitutionalists besieging Mazatlan have been seeking to precipitate in that city, is in full swing. To-night the electric light plant shut down from lack of water, adding materially to the discomforts

and dangers of the siege. The advanced to the Constitutionalists of the resultant darkness was shown almost immediately by the cutting out of three barges loaded with the provisions which were destined for the starving Federals, and the power launch which was towing them.

WILL ENLARGE SCOPE OF EDUCATIONAL WORK

Young Men's Hebrew Association Planning to Extend Field of Its Activities.

The Ladies' Auxiliary of the Young Men's Hebrew Association, 412 North Eighth Street, will give an open air bazaar at the association headquarters on June 7, 8, 9 and 10, for the benefit of the association, which, though it has been in existence only two years has now 300 members, and is in a flourishing condition.

The Y. M. H. A. is housed in a capacious building, admirably suited to the needs of such an organization. The building is well furnished, and has comfortable reading rooms, a library, recreation room, classrooms and an assembly room, in which the general organization holds all its meetings. As part of the work of the association, a school for foreign born residents is conducted, and they are taught the English language and all the necessary rudiments. The young men are also drilled in athletic exercises, and the association conducts debating and literary societies, which meet at regular intervals. Entertainments are given periodically, and the work of the new association is rapidly branching out into a wider field of endeavor and usefulness.

STORSTAD BUT LITTLE INJURED BY COLLISION

Montreal, May 31.—The collier Storstad, which rammed the liner Empress of Ireland in the St. Lawrence River, near Father Point, early on Friday morning, reached here late to-day under her own steam.

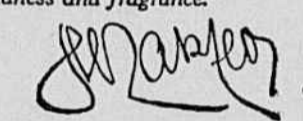
Contrary to stories of her condition, she was little injured. Her stem was bent back a dozen feet high above the water line. She has about 11,000 tons of coal on board.

Only a few officials were allowed to board the vessel. Immediately the vessel tied up with the Canadian Pacific Railway, claiming \$2,000,000 in the Quebec Admiralty



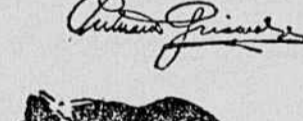
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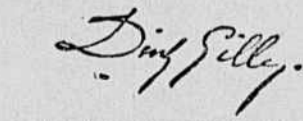
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"A smoke of Tuxedo adds zest to my work. I swear by it and endorse it above all other tobaccos."



DINAH GILLY

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Court was served on Captain Anderson, and the Storstad was placed under detention.

Captain Anderson said he could make no statement, as officials of the Dominion Coal Company, charterers of the boat, had arranged to do that. Seamen who were persuaded to tell something of the collision, though warned by their officers not to talk to newspaper men, said Captain Anderson was off duty at the time of the accident; that the ship had been ordered astern before it struck the Empress a glancing blow, and that 350 people were saved by the crew of the Storstad.

FINDS TRACES DESTROYED AS HE PROCEEDS SOUTHWARD

Canitas, Mex., May 31.—Although General Villa's pioneers are working their way rapidly towards Fresnillo, they are finding the track more thoroughly destroyed every day they proceed southward.

"The railroad and hold Villa back," seems to be the motto of the Huertistas. Scouts say that from Fresnillo south there is hardly a place where two rails are left end to end. Numerous miles have been planted. These are being found every day by the pioneers. Luckily there have been no casualties thus far.

General Manager Eusebio Calzad, of the Constitutional railroad, says that if the same degree of destruction is maintained all the way to Mexico City it will require four months for the way to reach the national capital, if it waits to go by train.

It is General Villa's intention to go overland from Zacatecas if he finds that the rebuilding of the railroad requires too much time. He said today: "I am beginning to believe that we have had our last fight until we reach Mexico City. I expect to find Zacatecas empty, and do not believe that it will be necessary to fire a shot at Aguas Calientes. I doubt if General Gonzales will have to fight for the possession of San Luis Potosi. The Federals realize they are beaten and have made up their minds, I think, that if any more lives are to be sacrificed they will be sacrificed in defense of Mexico City."

Huerta has but three courses open to him. First and most probably he may elect to remain in Mexico City, hoping that by the destruction of the railroad the rebels will be worn out by the long overland march; second, he may flee from the national capital before the rebels can reach the city; third, upon the approach of the rebel army he may try to do something to force foreign intervention.

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Nine Year Old Child Rescued From a Monster

At 120 South Linden Street resides Mrs. Florence S. Duggan and her two little sons, eleven and nine years, respectively. Little nine-year-old Lonnie has been almost a constant sufferer of one malady or another for six years; has had three attacks of fever—in fact, he had a cough at times that seemed as though he had consumption. He has had the best of attention from a loving mother's hand and the best of treatment, but the child could never fully regain perfect health. At times he had a ravenous appetite, then again the sight of food would nauseate him, stomach would bloat, lumps would form, heart would jump and flutter, pains in back of head, sometimes over eyes; dizziness, weak, rundown, tired, languid feeling. His mother said: "I

have to be very careful of him; it seems as though I have to give this child some kind of medicine all the time. He has had a bronchial trouble ever since he was born. I was afraid he inherited the tubercular disease that his father succumbed to; but after reading in the papers about the worms that affect children and adults, and how the wonderful Quaker Herb Extract that was introduced at the Tragle drug store would expel all worms from child or adult without sickness, dieting or any ill effects, I decided to try them, and a thousand times pleased I am, for after utilizing it only six days little Lonnie expelled a monster life-sapping tapeworm forty-one feet in length, head and all complete, and I feel that this has been the cause of most all his trou-

ble. And to think how easy the Quaker Herb Extract did the work!"
The Health Teacher says this is only one; watch and see how many dozens of monster parasites will be expelled here in Richmond, for hundreds of children and adults are sufferers from worms of some kind and don't know it. Many supposed cases of stomach trouble is worms. There is one reason Quaker Herb Extract has made the wonderful reputation in curing different forms of stomach trouble—it expels them. He also claims they cure rheumatism, catarrh, kidney, liver, bladder or blood trouble, indigestion and constipation. Call to-day and obtain Quaker Herb Extract, \$1.00 per bottle, three for \$2.50, and six for \$5.00. Oil of Halm for all skin, 50 cents. From Tragle's drug store, 817 East Broad Street.—Advertisement.